

and if all kinds of internal taxes upon goods in transit had been got rid of, the treaty would be still more beneficial. But as a matter of fact, while it is abolished in name, a number of internal taxes are retained, or rather, it would be more correct to say, are created for the future; and, furthermore, the native Custom-houses are retained in considerable numbers. Mr. Little, in fact, asserts that the list of native Custom-houses given in the treaty is totally incorrect—that only the principal Custom-houses are included in it, and that the number of subordinate ones is very much larger. Moreover, he alleges that the native Custom-houses practice the same system of extortion that was usual with the collectors of like. And he makes this charge on the strength of his own knowledge. True, the native Custom-houses are to be under the supervision of a member or members of the Maritime Customs Department; but it is obvious that a few members cannot supervise native Custom-houses scattered all over the Chinese Empire. We have said that several internal transit dues are retained, and we shall instance a few cited by Mr. Little. The fifth paragraph of the treaty provides that native produce in transit shall, on arrival at the first Custom-house after leaving the place of production, pay duty. The ninth paragraph levies a tax hitherto unknown in China—upon junks, boats, or cars. And yet the amount of the tax is not specified. It is only arranged that it must be reasonable! Then there is another new tax, which in English is called the consumption tax. The amount that may be levied is not specified. It is not arranged whether the rate is to be uniform all over the Empire, or whether each province may impose a special rate. We need not go farther into details, referring our readers to the little pamphlet itself. We hope that the matter will be at length brought upon the Government by the Chambers of Commerce and all engaged in the Chinese trade, and that the defects pointed out by Mr. Little will be remedied. The treaty in its main objects, no doubt, is beneficial, but it has not been sufficiently thought out, and clearly it does not attain the aims set before him by the British negotiator.

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Twin Screw S.S. "SAN CHEUNG" 561 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 p.m. on SUNDAYS, TUESDAYS, and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Hot and Cold Water laid on by Pipes to each Cabin. Ship lighted throughout by Electricity.

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SUI SANG, Lately Practising with Dr. I. SAKATA, DENTIST, Connaught Road, near Blako Pier, Hongkong, December 3, 1902. 628

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Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Eskino	Singapore
*Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jernam	Amoy
Albatross	cruiser, 1st class	1060	8	1400	Commander R. Nugent	Hongkong
Argentine	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Hongkong
Argonaut	cruiser, 1st class	9000	12	13,000	Captain George H. Chory	Hongkong
Blenheim	gunboat, 1st class	710	6	1300	Captain F. G. Stopford	Shanghai
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hankow
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Amoy
Cherub	water tank and tug	300	—	300	Captain Robert H. S. Stokes	Hongkong
Eclipse	cruiser, 2nd class	5600	11	9600	Comdr. Ernest Barton	Shanghai
Elk	g.-b. 3rd class coast defence	363	3	200	Comdr. John J. Graham	Hongkong
Esperanza	torpedo boat destroyer	360	—	6700	In Reserve	Hongkong
Fama	cruiser, 2nd class	1550	12	3200	Captain W. A. Carter	Singapore
Farquhar	gunboat, 2nd class	455	4	360	Capt. F. H. Henderson, C.M.G.	Shanghai
Firebrand	battleship, 1st class	12,950	16	13,500	Lieut.-Com. G. O. Hardy	Shanghai
*Gloria	battleship, 1st class	12,950	16	13,500	Comdr. J. D. Dainton	Hongkong
Goliath	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. G. B. Powell	Shanghai
Hart	torpedo boat destroyer	275	6	4000	Lt.-Comdr. G. G. Webster	Hongkong
Humber	torpedo boat destroyer	1840	—	800	Captain R. W. White	Hongkong
Janus	torpedo boat destroyer	280	6	3800	Lt.-Com. C. P. Mansel	Shanghai
Kinshasa	river gunboat	180	2	800	Commander W. H. Nicholson	Amoy
Moorehead	river gunboat	180	2	800	Capt. Harry O. Reynolds	Hongkong
Mutine	river gunboat	180	2	800	Captain Morris H. Smyth	Hongkong
Ocean	river gunboat	180	2	800	Com. J. St. A. Wake	Shanghai
Otter	river gunboat	180	2	800	Lt.-Com. John P. Irwin	Canton
Phoenix	river gunboat	180	2	800	Comdr. C. A. W. Hamilton	Shanghai
Pique	river gunboat	180	2	800	Lieut.-Comdr. Murray Lockhart	Hongkong
Rambler	river gunboat	180	2	800	Lt.-Comdr. Worsley	Shanghai
Rinaldo	river gunboat	180	2	800	Fleet Reserve	Hongkong
Rohan	river gunboat	180	2	800	Captain Lewis Bayly	Singapore
Rosario	river gunboat	180	2	800	Comdr. Robinson	Hongkong
Sandpiper	river gunboat	180	2	800	Lt.-Comdr. R. W. Dalgety	Shanghai
Snipe	river gunboat	180	2	800	Lieut. Forbes	Wooing
Taku	torpedo boat destroyer	260	6	6000	Comdr. S. St. John Parquhar	Hongkong
Talbot	cruiser, 2nd class	5600	11	9600	Lt.-Comdr. Ernest G. Hard	Shanghai
Tamar	receiving ship	4650	6	—	Lt.-Com. G. Mackenzie, D.S.O.	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Com. Hugh Somerville	Hankow
Twoed	coast defence gunboat	363	3	200	Lieut.-Com. Chilcott	Shanghai
Vestal	ship	980	10	1400		
Waterwitch	surveying ship	450	—	—		
Whiting	torpedo boat destroyer	260	6	5800		
Woodcock	river gunboat	150	2	550		
Woodlark	river gunboat	150	2	550		

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MEMOS. FOR TO-MORROW.

Miscellaneous.
Transfer Books of The China Fire In-
surance Co., Ltd., closed from this
date to the 28th March, inclusive.
Goods per Kamahwa Maru not cleared
on this date subject to rent.

General Memoranda.

Friday, February 20:
5 p.m.—Meeting of Members of Hong-
kong Rifle Association at the Hong-
kong Hotel.
Goods per Bengul not cleared at 4 p.m.
on this date subject to rent.

Sunday, February 22:
Goods per Bander, undelivered after
this date subject to rent.

Monday, February 23:
Noon.—Meeting of Shareholders of
Hongkong and Whampoa Dock Co.,
Ltd., at the Company's Office.

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A spasmodic effort to expel the mucus
from the bronchial tubes. A cold
cures a more abundant secretion of mucus
and when the lungs and bronchial tubes
are inflamed, they are extremely sensitive
to the irritation. Unless care is taken, the
cold may result in pneumonia, which is
a swift and deadly. If the cold is lingering
one, the more leisurely but equally fatal
consumption may set in. Do not neglect a
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Scotch Whisky.

THE CHINA MAIL.

The China Mail.

HONGKONG, WEDNESDAY, FEBRUARY 18, 1903.

It has taken the commercial community
of Hongkong a considerable time to
scrow its courage to the sticking point,
but, taking into consideration the enervat-
ing influence of those who sit in the seats
of the mighty in this small Colony, it
says much for the independence of
thought and action of those who spoke
at the Currency meeting this afternoon
that they should have disregarded the
timorous indecision and avowed help-
lessness of the Committee of the Cham-
ber of Commerce, rallied the members
of that somewhat invertebrate body, and
persuaded them to make a formal
application to the Government for help
to readjust the currency of the Colony
and save themselves from ruin before
it is too late. If ever the old adage of
'God helps those who help themselves'
applied to human affairs, it is in a
matter of such vital importance as the
currency of a country or Colony.

Whether it is a single institution or a
combination—or merely an intangible
law of nature—that rules the exchange
between gold and silver-using countries,
it is obvious to the meanest intellect
that the instability of exchange is not
stimulative of sound trade but rather
the reverse. Even the Chairman of
the Chamber of Commerce (Hon. C. S.
Sharp), in the carefully-prepared speech
he delivered at the Committee meeting
on the 23rd December last, was con-
strained to admit by implication that
the trading community of the Colony
had to face a crisis; but he arrived at a
decision in favour of 'masterly in-
activity' by a process of reasoning far
from convincing to those who approach
the currency question untrammelled by
tradition. Regardless of the fact that
China has not, in any sense of the word,
a recognised currency as understood by
western nations, for the fact of China is
not to be compared with the sterling
sovereign in Great Britain, the franc
in France, the mark in Germany, the
dollar in the United States or the yen
in Japan, he declared that 'Hongkong
is in no position to dream of a standard
for herself apart from China,' to which
the majority of the other members of
Committee said 'Amen' and 'Amen.' But
none of them showed why it was
necessary for Hongkong to share in
China's instability; they advanced no
argument to show how it was necessary
for Hongkong residents to sit down and
calmly contemplate the rapid shrinkage
of their capital in investments and
savings; they might as well have said
that the government of Hongkong
must be conducted on Chinese lines as
that the currency of the two must be
identical. This is not the way in which
the pioneers of British commerce have
been accustomed to act. They have not
usually been content to submit to losses
or to admit their own helplessness. They
have faced difficult situations
with logical brains and enterprising
determination, and so long as they pos-
sessed the old qualities that made the race
what it is, politically and commercially,
there is no fear of British decadence at
home or abroad.

This was the dominant note in the
speeches at to-day's meeting. There
was no attempt at the enunciation or
elucidation of fine-drawn theories which
nobody understands. Business men,
with clear brains and a knowledge of
business requirements, dealt with a
matter of business in a business-like
way. Facts, not theories, were ex-
amined and dealt with; and although
the resolution before the Chamber was
merely in favour of an expert examina-
tion of the situation with a view to the
reconstruction of the currency, if con-
sidered advisable, the speeches made by
Messrs Osborne, Playfair, Wilcox and
Michael pointed to the one conclusion,
viz., that not only is the adoption of
the gold standard in Hongkong advis-
able but it is desirable that it should
be adopted as soon as possible. Here
were men representing trade, property,
banking and public companies, all
prepared with arguments in favour of a
gold standard, and all able to support
their arguments with facts that could
not be gainsaid by any one present;
and we are convinced that the more
those speeches are looked into and con-
sidered logically by thinking men of
business the more readily will they
arrive at the opinion that, no matter
where China stands in the currency
world, the interests of Hongkong are
not bound up in her to such an extent
that the Colony cannot have a stable

currency, free from the operations of
financial institutions in the silver
market. The adoption of a sterling
currency or a gold standard will no
more drive vessels away from Hong-
kong or restrict the trade of the port
than it will affect the solar system.

No country that has adopted the gold
standard in the past has had reason to
regret the change. But is there a
silver-using country to-day that does not
regret lost opportunities of putting the
currency on a sterling basis? If the busi-
ness men of Hongkong could have fore-
seen twenty, or even ten, years ago the
terrible shrinkage in capital due to the
depreciation of silver, would they have
hesitated to adopt a gold standard? It
is scarcely imaginable that they would;
and it is only the fact that Government
servants are drawing exchange com-
pensation and that several important local
firms pay the salaries of their employees
on the sterling basis that prevents a
stronger and more unanimous outcry
than there is now for the adoption of a
gold standard in Hongkong and the
sister colony of the Straits Settlements.

There are, in fact, many practical rea-
sons why gold should be the currency
standard in Hongkong, and only a hazy
theoretical assumption that it would be
prejudicial to local interests. Further
examination of the facts will confirm
the members of the Chamber in the
course they decided to follow, and we
have no doubt whatever that the enquiry
following upon their action this after-
noon will hasten the adoption of a
stable currency in Hongkong. The
thanks of the community are due to the
members who signed the requisition for
the special meeting, and to Messrs
Osborne, Playfair, Wilcox and Michael,
for putting the subject matter so clearly
and convincingly before to-day's meet-
ing.

TELEGRAMS.

[REUTERS SERVICE.]

THE 'RAGGING' SCANDAL.
LONDON, February 18, 1903.

Colonel Francis Lloyd has been recalled
from half pay to command the 1st Gren-
adier Guards, in succession to Colonel
Killock retired.

THE NEAR EAST.

The situation in the Balkans is still
grave, but it is believed in Constantinople
that the presentation of the Austro-Russian
Reform Scheme will clear the air.

**TURKEY AND THE ADEN
HINTERLAND.**

The Standard states that the Porte has
decided to give satisfaction to the British
claims, and has ordered the complete
evacuation of the Aden hinterland.

THE CAPTURE OF KANO.

After a fruitless bombardment of the
main gate at Kano, the British stormed a
smaller gate a mile distant. The storming
party was headed by Captain Dyer, of the
Guards, who was twice wounded. The
enemy numbered 5,800. There was no
street fighting. Colonel Lugard is now
at Zaria, and will probably proceed to
Kano to install the new King. The po-
pulation of the country is tranquil and
have accepted the situation.

LOCAL AND GENERAL.

Notes by the Way.

The English Mail of the 17th January
was delivered in London on the 14th inst.

The Currency Meeting.

Subscribers desirous of obtaining
copies of the *Overland China Mail* con-
taining a full report of the Currency meet-
ing can have them on application to this Office.
Price 35 cents per copy (cash). Only a
limited number will be printed, so that
orders should be sent early. Copies will
be posted to any address supplied.

The Canton Affair.

The *N. C. Daily News* of the 14th inst.
says:—A Canton dispatch states that,
owing to the exposure by the Hongkong
Government to the provincial Authorities
of Canton of the recent projected attempt
of members of the Triad Society on the
lives of the former Chinese New Year's
Day, and owing to the fact that during
1902 no less than fourteen revolutionists
had been arrested by aid of the Hongkong
police and sent to Canton to undergo the
last penalty for conspiring against the
Manchu dynasty.—This, of course, is
absolutely untrue.—Ed. *China Mail*.

Hongkong is now carefully avoided by
those of the Triad Society who are 'want-
ed' by the Chinese officials. It is now
reported that quite a large number of those
who were concerned in the recent fiasco,
whose names have somehow got to the
knowledge of the mandarins, are by this
time either in French territory, the Malay
States, or the Straits Settlements. It has
accounts to be trusted, there will
doubtless be another attempt before long
to capture a seaport in Kuangtung pro-
vince, by sympathisers of those in arms
against the Manchu government in Guangxi
and other provinces in that vicinity, news
of which will not be so easily prematurely
transported to the ears of the officers of
the Empress Dowager in the South.

THE CURRENCY QUESTION.

**MEETING OF THE CHAMBER
OF COMMERCE.**

**Arguments in Favour of a
Gold Standard.**

This afternoon, a special meeting of the
Hongkong General Chamber of Commerce
was held on the requisition of certain mem-
bers to discuss the currency question. The
Hon. C. S. Sharp (Chairman) presided,
and there was a large attendance of mem-
bers.

The Chairman said:—We have called you
together on this occasion in conformity
with the Rules, and in response to a re-
quisition sent in by five members that a
Meeting be held for the purpose of con-
sidering the question of local currency.
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DOUGLAS DAYHART & Co.,
General Managers,
Hongkong, February 1st, 1903. 373

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HAMBURG-AMERIKA LINIE.
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Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIFEST, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

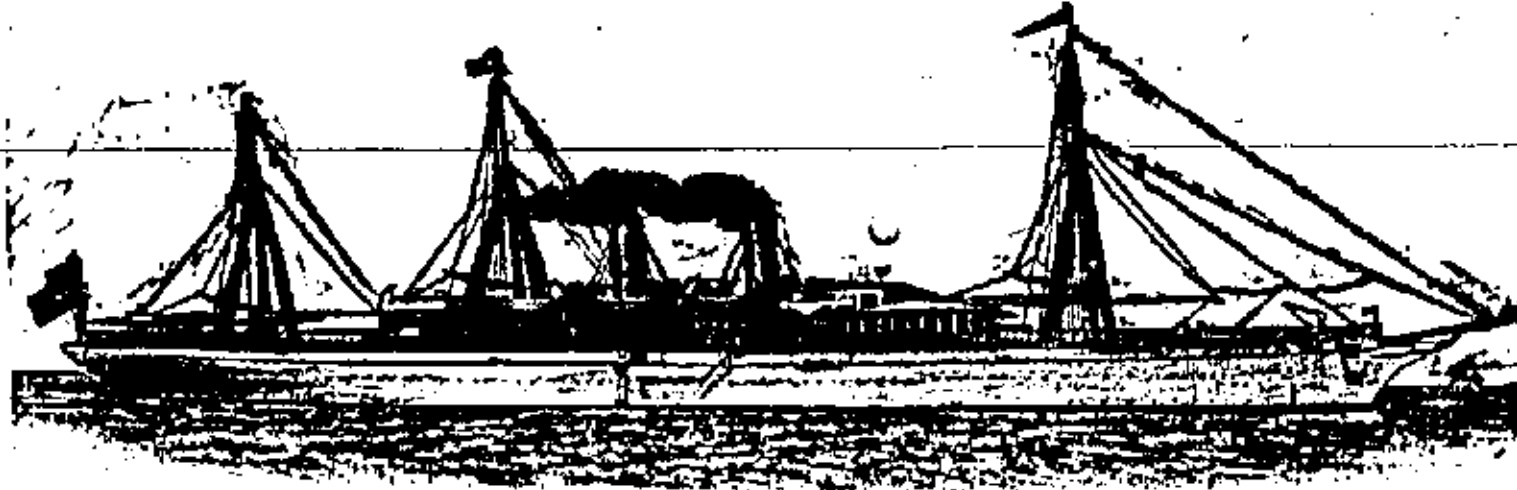
PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Ship	Destination	Date	Time
S.S. O. Ferd. Loebe, Capt. Fuchs	FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND PENANG.	26th February, 1903	Freight.
S.S. Bamberg, Capt. KIRCHNER	FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND COLOMBO.	10th March, 1903	Freight.
S.S. Andalusia, Capt. VON DORFEN	FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND PENANG.	24th March, 1903	Freight.
S.S. Königsberg, Capt. MAYER	FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND COLOMBO.	7th April, 1903	Freight and Passengers.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

1089

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Leaving at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

Ship	Tons	Date
R.M.S. TARTAR	4425 Tons	WEDNESDAY, Feb. 25.
R.M.S. EMPRESS OF JAPAN	6000 Tons	WEDNESDAY, Mar. 11.
R.M.S. ATHENIAN	3882 Tons	WEDNESDAY, Mar. 18.
R.M.S. EMPRESS OF CHINA	6000 Tons	WEDNESDAY, April 1.
R.M.S. TARTAR	4425 Tons	WEDNESDAY, April 22.
R.M.S. EMPRESS OF JAPAN	6000 Tons	WEDNESDAY, May 13.
R.M.S. ATHENIAN	3882 Tons	WEDNESDAY, May 27.
R.M.S. EMPRESS OF CHINA	6000 Tons	WEDNESDAY, June 3.
R.M.S. EMPRESS OF INDIA	6000 Tons	WEDNESDAY, June 24.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers looked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (one class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET.

Hongkong, February 14, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATES IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG.

INDRAPURA 4899 A. E. Hollingsworth February 28, 1903

INDRASAMIA 6197 R. P. Craven March 10, 1903

INDRAVELLI 4899 W. E. Craven April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 13th February, 1903.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
BANUKI MARU, W. Townsend	MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SATURDAY, 21st Feb., at Daylight.
IYO MARU, C. H. Butler	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 24th Feb., at 4 p.m.
KAGOSHIMA MARU, K. Komi	BOMBAY, Via SINGAPORE and COLOMBO.	TUESDAY, 24th Feb., at Noon.
ROMBAY MARU, T. Muri	MOJI, KOBE AND YOKOHAMA.	TUESDAY, 24th Feb., at Noon.
KYUJAN MARU, E. W. Haswell	NAGASAKI, KOBE AND YOKOHAMA.	FRIDAY, 27th Feb., at Noon.
INABA MARU, W. Bainbridge	KOBE AND YOKOHAMA.	FRIDAY, 27th Feb., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, February 16, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	NESTOR	20th February.
GLASGOW AND LIVERPOOL	ACHILLES	23rd February.
GLASGOW AND LIVERPOOL	KINTUCK	25th February.
GLASGOW AND LIVERPOOL	GLAUCUS	8th March.
GLASGOW AND LIVERPOOL	PINGUEY	11th March.
GLASGOW AND LIVERPOOL	ONPA	21st March.

The S. S. NESTOR left Singapore on the 14th inst., and is due here on the 20th inst.

The S. S. ACHILLES left Singapore on the 17th inst., and is due here on the 23rd inst.

HOMEWARDS.

LONDON BERTH.

FOR	STEAMERS	TO SAIL
LONDON Via GENOA	DIONED	7th March.
LONDON	MACHAON	17th March.
LONDON	GLAUCUS	31st March.
LONDON	PINGUEY	14th April.

The S. S. DARDANUS left Singapore for Amoy on the 14th inst., and is due here on the 20th inst.

LIVERPOOL BERTH.

(Taking Cargo at London Rates.)

LIVERPOOL	STEAMERS	DATE
LIVERPOOL	DARDANUS	21st February.
LIVERPOOL	KINTUCK	20th March.

MARSEILLES & ANTWERP. PARNUS 28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, and TACOMA, & all PACIFIC COAST POINTS, VIA KOBE & YOKOHAMA	ACHILLES	24th February.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 18, 1903.

1831

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, HONGKONG, TO SAIL

STEAMER	TO SAIL
SHANGHAI	19th February.
AMOI	20th February.
SHANGHAI	21st February.
TIENTSIN	23rd February.
MANILA	24th February.
CEBU AND LILLOI	24th February.
AMOI, SAMARANG & SOUBAYAN, SHANTUNG	26th February.
MANILA	11th March.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELB.	11th March.
KOBE	18th March.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, February 18, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
STUTTGART	WEDNESDAY, 18th Feb., 1903.
PREUSSEN	WEDNESDAY, 4th March, 1903.
HAMBURG	WEDNESDAY, 18th March, 1903.
PRINZ HEINRICH	WEDNESDAY, 1st April, 1903.
SAOEN	WEDNESDAY, 15th April, 1903.
KLAUSCHOU	WEDNESDAY, 29th April, 1903.
BAERN	WEDNESDAY, 13th May, 1903.
BOON	WEDNESDAY, 27th May, 1903.
PRINZ REG. LUITPOLD	THURSDAY, 11th June, 1903.
GNEISENAU	THURSDAY, 25th June, 1903.

* Steamers of the Hamburg-Amerika Linie.

* Calling at Amsterdam.

ON WEDNESDAY, the 18th day of February, 1903, at Noon, the Steamship STUTTGART, of the Norddeutscher Lloyd, Captain P. Gnosch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be received until 5 p.m. on Tuesday, the 17th Feb., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 17th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has special accommodation and carries a Doctor and Stewards.

Line can be watched on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1847

NORTHERN PACIFIC S.S. CO

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers Tons Captains 1902.

Steamers	Tons	Captains	1902.
SHAWMUT	9005	W. M. Smith	Feb. 25.
LYE	4117	W. Williams	March 10.
VICTORIA	3502	J. Panten	March 17.
HYADES	3763	G. Wright	March 24.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, February 10, 1903.

1724

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named	STEAMSHIP	CAPTAIN	DATE
LONDON & ANTWERP Via	FOR	Ceylon	19th Feb., at 10 a.m.
SAID & MARSEILLES	W. HAYWARD		
YMA Via SHANGHAI, N'KI, MOJI and KOBE	Conduct	E. G. ANDREWS	About 24th Feb.
LONDON & C.	Bengal	A. L. VALENTINI	25th Feb.
SHANGHAI	Yiddie	V. B. PALMER, R.N.R.	28th February.
STAI CHOKI	Nankai	C. J. BERTON, R.N.R.	21st February.
LONDON & ANTWERP Via	FOR	Banco	4th March.
SAID & MARSEILLES	W. HAYWARD		

PASSENGER SEASON, 1903.

For MARSEILLES, LONDON, & ANTWERP, 6,084 Tons—28th March.

Without Transshipment.

* See Special Advertisement.

* For Freight only.

* Calling at PENANG if sufficient inducement offers.

For Freight or Passage, and further Particulars, apply to P. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, February 18, 1903.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Date.

Steamship	Tons	Captain	For	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila Direct	Feb. 20, at Noon.
RUBI	2540	R. W. Almond	"	Feb. 27, at Noon.
PERLA	1980	J. McGinty	"	"
DIAMANTE	1980	A. H. Notley	"	"

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, February 14, 1903.

2245

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For STEAMER LEAVING

TAMU, Via SWATOW AND AMOI, SUNDAY, 22nd February.

FOOCHOW, Via SWATOW AND AMOI, WEDNESDAY, 25th February.

TAMU, Via SWATOW AND AMOI, SUNDAY, 1st March.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by Government Marine Surveyors, and are registered the highest at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamu to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, MANAGER.

Hongkong, February 18, 1903.

2579

CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 11th Mar.

"CHINGTU" " 4th April.

"TAIYUAN" " 21st April.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, February 17, 1903.

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IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

OF THE HAMBURG AMERIKA LINIE.

Captain E. BURNHARDT, due here with the outward German Mail about FRIDAY, the 20th inst., a.m., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, February 16, 1903.

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EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELPHIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EMPIRE" Captain McARTHUR, will be despatched as above on THURSDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerator Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, February 6, 1903.

280

AMERICAN ASIATIC S. S. CO.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "GIBRALTAR" Captain D. MONTU, will be despatched for the above Ports on TUESDAY, the 24th February.

For Freight, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, February 16, 1903.

116

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APOAR" Captain S. H. BRISON, will be despatched for the above Ports on THURSDAY, the 19th February, at 3 p.m.

For Freight or Passage, apply to D. SASSON & Co., Ltd., Agents.

Hongkong, February 14, 1903.

310

M. S. DOLLAR STEAMSHIP CO.

FOR SAN FRANCISCO.

THE Steamship "ARAB" Captain GOW, will be despatched as above on FRIDAY, the 20th inst., at 5 p.m.

This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

